



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Resolution of the Lodi City Council certifying the filing of a Negative Declaration by the Community Development Director as adequate environmental documentation for the Lodi Central Revitalization Project

MEETING DATE: April 17, 1996

PREPARED BY: Community Development Director

RECOMMENDED ACTION: That the City Council adopt a resolution certifying the filing of a Negative Declaration by the Community Development Director as adequate environmental documentation for the Lodi Central City Revitalization Project.

BACKGROUND INFORMATION: The City of Lodi, in an effort to improve the economic vitality of the historic Central Business District and the Cherokee Lane commercial corridor, has created a revitalization plan. This plan has a number of different approaches to accomplishing the task of revitalization, which include incentive programs, promotional programs, marketing strategies, and public improvements. The public improvements element of the plan will require physical changes to the project areas. These changes will include the installation of new aesthetic features and improvements to the appearance and design of existing public and private facilities.

Part of the planned improvements will be taking place in the City's Downtown. Improvements will be made on School Street between Locust Street and Lodi Avenue, and similar improvements will also take place on Pine Street and Oak Street between Church Street and Sacramento Street. Planned improvements will also take place on Cherokee Lane between Century Boulevard and Pioneer Drive.

Most of the improvements that will take place in the project areas would be considered Categorically Exempt by the California Environmental Quality Act (CEQA) because they are improvements being made to existing public and private facilities. The temporary impacts on pedestrian and traffic access, noise, and air quality were given special consideration in order to mitigate their impacts to less than significant levels.

FUNDING: None required at this time.

Konradt Bartlam
Community Development Director

Prepared by Mark Meissner, Associate Planner

KB/MM/lw

Attachment

APPROVED: _____

H. Dixon Flynn -- City Manager

NEGATIVE DECLARATION

Notice is hereby given that the City of Lodi Planning Department has determined that the following proposal will have no "Significant Impact on the Environment". Supporting documentation is available in the form of a "Preliminary Environmental Assessment" and is available for public review in the Planning Department Office, City Hall Building, 221 W. Pine Street.

Date: March 22, 1996 Project Title: Lodi Central City Revitalization Project.

Responsible Agency: Lodi Planning Department Contact Person: Mark Meissner

NAME OF PERSON, FIRM, OR AGENCY UNDERTAKING PROJECT:

City of Lodi

Address: 221 West Pine Street City: Lodi County: San Joaquin Co.

Phone: (209) 333-6711

PROJECT DESCRIPTION OF NATURE, PURPOSE, AND LOCATION

The purpose of the Lodi Central City Revitalization Project is to construct physical improvements in the historic central Lodi business district and the Cherokee Lane commercial corridor that will serve as a catalyst to begin the economic and commercial revitalization of the Downtown Lodi and the Cherokee Lane areas. The Revitalization Project is one component of a comprehensive and detailed action program consisting of public improvements, incentive programs, promotional programs and marketing strategies.

Project Location City
LODI

Project Location County
SAN JOAQUIN COUNTY

Address Where Preliminary Environmental
Assessment is Available:

LODI CITY PLANNING DEPT.
221 W. Pine St., Lodi, CA 95240
Phone: (209) 334-5634

**Environmental Assessment
INITIAL STUDY**

1. **PROJECT TITLE** Lodi Central City Revitalization Project.
2. **LOCATION** See attached map.
3. **PROJECT DESCRIPTION:** The City of Lodi, in an effort to improve the economic vitality of the historic central Lodi business district and the Cherokee Lane commercial corridor, has created a revitalization plan. This plan has a number of different approaches to accomplishing the task of revitalization, which include incentive programs, promotional programs, marketing strategies, and public improvements. The public improvements element of the plan will require physical changes to the project areas. These changes will include the installation of new aesthetic features and improvements to the appearance and design of existing public and private facilities.

Part of the planned improvements will be taking place in the City's Downtown. Improvements will be made on School Street between Locust Street and Lodi Avenue, and similar improvements will also take place on Pine Street and Oak Street between Church Street and Sacramento Street. Planned improvements will also take place on Cherokee Lane between Century Boulevard and Pioneer Drive. (See attached map)

The physical improvements on School Street will consist of extensive amounts of construction to realign existing underground utilities, to replace existing sidewalks, to install new tree wells, to re-pave the areas of construction, to replace the existing street lighting with decorative street light standards and to add a decorative gateway that will span the north part of the intersection of Lodi Avenue and School Street.

Realignment of the underground utilities is necessary to provide room for the installation of the street-tree wells in their new locations. Replacement of the sidewalks is necessary to improve and encourage pedestrian traffic as well as to enhance downtown's appearance. The street trees will be increased in number and moved from the sidewalks to the street in order to increase shade for autos and pedestrians, and to make the street more of a parking area than a thoroughfare. The street lighting is intended to improve lighting for evening activities as well as to enhance downtown's appearance.

The physical improvements to Cherokee Lane will be to upgrade existing underground utilities, to install new landscaping in the existing median planters between Century Boulevard north to Delores Street, to install a new median with landscaping and trees between Delores Street north to Pioneer Drive, and to replace the existing street lighting with new decorative street light standards.

Upgrading the existing underground utilities is a part of this plan because it makes sense to replace an aged utility system before the street is re-paved. The new median along with the improvements to the existing median is planned primarily to increase

the aesthetic properties Cherokee Lane and marketable value of its surrounding properties. As with the improvements to the Downtown street lighting, the improvements to Cherokee Lane's street lighting is intended to improve lighting for evening activities as well as to enhance its appearance.

The following information is a detailed description of the improvements that will be taking place in the Downtown and Cherokee Lane project areas. The information was taken from the Engineer's Report for Lodi Central City Revitalization Assessment District No. 95-1

DESCRIPTION OF IMPROVEMENTS

The improvements as shown on the preliminary plans and specifications, and as proposed to be constructed in the Lodi Central City Revitalization Project will consist of, but will not be limited to, the following: Downtown Zone (Zone A) - Revitalization Improvements The revitalization improvements proposed to be constructed within the Downtown Zone, will extend along School Street, Oak Street and Pine Street. The limits and the general scope of the proposed improvements will include but is not limited to the following:

1. Installation of pedestrian-scale street lighting at appropriate intervals along both sides of School Street, from Lodi Avenue to Locust Avenue.
2. Installation of parking zone street trees at appropriate intervals, including irrigation, boxed trees, up-lighting, curbed planters, etc. along both sides of School Street, from Lodi Avenue to Locust Avenue.
3. Miscellaneous demolition and patching of existing improvements, and removal of existing trees and planters along School Street.
4. Installation of pedestrian benches approximately every 150 feet along both sides of School Street, from Lodi Avenue to Locust Avenue.
5. Installation of trash receptacles approximately every 150 feet along both sides of School Street, from Lodi Avenue to Locust Avenue.
6. Construction of a mini pedestrian plaza adjacent to the existing Post Office.
7. Installation of custom information kiosks along School Street, at various locations between Lodi Avenue and Locust Avenue.
8. Installation of custom public art and/or posters for placement at the information kiosks.
9. Installation of sidewalk planter pots along both sides of School Street, at various locations between Lodi Avenue and Locust Avenue.
10. Replacement of existing sidewalks and curbs with architectural hardscaping along both sides of School Street, from Lodi Avenue to Locust Avenue.

11. Installation of an architectural gateway on the north side of the intersection of School Street and Lodi Avenue.
12. Demolition of existing intersection planters and installation of corner bow-outs, including storm drain modifications, at the intersections of School Street and Walnut Street, School Street and Oak Street, School Street and Pine Street, School Street and Elm Street, School Street and Locust Street.
13. Installation of parking zone, pedestrian-scale street lighting at appropriate intervals along both sides of Pine Street, from Church Street to Sacramento Street.
14. Installation of trash receptacles approximately every 150 feet along both sides of Pine Street, from Church Street to Sacramento Street.
15. Demolition of existing intersection planters and installation of corner bow-outs, including storm drain modifications, at the intersections of Pine Street and Church Street, and Pine Street and Sacramento Street.
16. Installation of parking zone, pedestrian-scale street lighting at appropriate intervals along both sides of Oak Street, from School Street to Sacramento Street.
17. Installation of parking zone street trees at appropriate intervals, including irrigation, boxed trees, up-lighting, curbed planters, etc. along both sides of Oak Street from School Street to Sacramento Street.
18. Miscellaneous demolition and patching of existing improvements, and removal of existing trees and planters along Oak Street.
19. Installation of trash receptacles approximately every 150 feet along both sides of Oak Street, from School Street to Sacramento Street.
20. Demolition of existing intersection planters and installation of corner bow-outs, including storm drain modifications, at the intersections of Oak Street and Sacramento Street.

Cherokee Lane Zone - Revitalization Improvements

The revitalization improvements proposed to be constructed within the Cherokee Lane Zone, will extend along Cherokee Lane from Pioneer Drive on the north, to Century Boulevard on the south. The general scope of the proposed improvements is more particularly described as follows.

1. Renovation of existing street median.
2. Installation of median trees at appropriate intervals, including soil preparation, irrigation, boxed trees, etc..
3. Installation of median treatment including landscaping, decomposed granite, bollards, etc..
4. Construction of upgrades and improvements to existing medians.
5. Installation of decorative street lights at appropriate intervals.

4. General Plan Designations

DC, Downtown Commercial and GC, General Commercial

5. Site Description and Surrounding Land Use:

Both the School Street and Cherokee Lane right-of-ways are existing and developed facilities.

School Street between Locust Street and Lodi Avenue is located within the City's downtown commercial district. There are approximately one-hundred existing businesses that front School Street with most of the businesses with their storefronts at the back of the sidewalk.

The bulleted statements below contain excerpts from the Draft Central City Downtown Revitalization Plan which describes the Downtown area and provides a detail of School Street and a detail of the Downtown's surrounding residential neighborhoods.

- Downtown Lodi is generally regarded as the area bounded by Lockeford Street on the north, Lodi Avenue on the south, the westerly frontage of Church Street on the west, and Sacramento Street and the Southern Pacific Railroad on the east. School Street has many attractive older brick and masonry buildings, many two stories or more in height, line the street. Pine Street is a major east-west cross-street that bisects School Street. Commercial buildings extend from Pleasant Avenue on the west to Washington Street on the east and are concentrated between Church and Sacramento Streets. School Street's traditional main street character breaks down adjacent to Lockeford Street on the north and Lodi Avenue on the south.

Lockeford Street and Lodi Avenue are crosstown arterials and they exhibit the characteristics of typical commercial strips; e.g. fast-food and other "chain" types of businesses, buildings set back from the street behind parking lots, pole-mounted signs of various shapes and sizes located along the frontage.

- The School Street/Church Street commercial area includes Lodi's most important landmarks and civic and cultural facilities. These include the main Post Office, City Hall and the Civic Center, the Library, and the Lodi train station; City Hall and the Carnegie Forum (Council Chambers) are both on the State Historic Buildings Inventory. The Lodi Arch is located on Pine Street adjacent to the railroad station. It is a portal that marks the eastern edge of the district and is Downtown's most well-known landmark. Hutchins Street Square, a renovated school, is located on Hutchins Street at the terminus of Walnut Street, four blocks west of School Street. It contains a senior citizens center, community meeting rooms, and is proposed for construction of a performing arts theater. The Post Office is one of School Street's principal attractions, bringing residents and others to Downtown who might not otherwise visit the district.

- Sacramento Street parallels School Street one block to the east. The easterly frontage is vacant for the most part, with scattered auto-related and light industrial businesses adjacent to the railroad right-of-way. A multi-modal Transit Center is planned for the site by the City. Storefront commercial buildings are located along the westerly frontage and are concentrated in the three blocks between Oak Street on the south and Locust Street on the north.
- Church Street parallels School Street one block to the west. The easterly frontage is lined by public and private parking lots that serve the School Street frontage, drive-in banks and ATM machines, and scattered commercial businesses. The westerly frontage includes a number of churches, most notably St. Anne's at the corner of Walnut Street. It also provides access to Downtown's most important civic facilities, including the City Hall, Civic Center, and Library.
- To the west of Downtown is a large, predominantly single-family residential area. It is one of Lodi's older neighborhoods and it contains tree-lined street and many attractive older homes. To the east of Downtown is another relatively large residential area. It is also one of Lodi's older neighborhoods. Both neighborhoods are within a 5-10 minute walk from Downtown.

The following contain additional excerpts from the Draft Central City Downtown Revitalization Plan which describe the Cherokee Lane project area.

- Cherokee Lane stretches for approximately 2 miles between the northerly and southerly Highway 99 off-ramps, and its frontage consists of a mixture of large and small-scale commercial businesses, public facilities like the Fairgrounds and the vacant Lincoln School, and light industrial development. The Cherokee Lane corridor has a mix of auto sales and services, motels, drive-in restaurants, liquor stores, and the K-Mart/Orchard Supply shopping center. Auto sales and services and lodging both oriented to highway traffic, remain the most prominent forms of development along the street.
- Cherokee Lane is crossed by Kettleman Lane, the City's primary east-west arterial, as well as Lodi Avenue and Pine Street both of which lead to Downtown. From the southerly Highway 99 off-ramp, the street presents an attractive first impression of the City. Wide, grassy setbacks, a median containing a low hedge, and a canopy of large walnut trees project the rustic yet well-tended qualities that characterize the best of the Central Valley. North of Kettleman Lane, however, the street looks like a typical older commercial strip. Landscaping is minimal. Tall, pole-mounted signs and parking lots line the roadway. There is a jumble of different building types and a variety of relationships between buildings and the street frontage. Street lighting is intermittent.

- The surrounding land uses for the Cherokee Lane project area consist mainly of State Highway 99 and industrial uses to the East, residential neighborhoods to the West, North and South.

6. Zoning

C-2, General Commercial

Will the Project Have a Significant Effect Through Any of the Following Impacts?

7. a. Substantial alteration of natural topography, soil or subsoil features? **NO**
- b. Substantially degrade surface or ground water quality? **NO**
- c. Substantially deplete surface or ground water resources? **NO**
- d. Substantially interfere with ground water flow or recharge? **NO**
- e. Cause a significant affect related to flood, erosion or siltation? **NO**
- f. Substantial interference with the habitat of any species of fish, wildlife or plant?
NO
- g. Violate ambient air quality standards or create substantial air emissions or objectionable odors? **MAYBE**
- h. Substantially increase ambient noise or glare level for adjoining areas? **MAYBE**
- i. Substantial reduction of existing cropland? **NO**
- j. Expose individuals or property to geologic, public health, traffic, flood, seismic or other hazards? **NO**
- k. Have a substantial, demonstrable, negative aesthetic effect? **NO**
- l. Result in the disruption or alteration of an archeological, historical or paleontological site? **NO**
- m. Cause or allow substantial increase in consumption in any natural resources?
NO
- n. Results in the use or waste of substantial amounts of fuel or energy? **NO**
- o. Necessitate major extensions of water, sewer, storm drain, electrical lines or public roads? **NO**
- p. Substantial increase in demand for or utilization of public services such as schools or fire or police protection? **NO**
- q. Substantially change transportation patterns related to existing traffic load, street capacity, parking availability or traffic safety? **MAYBE**
- r. Induce substantial growth, concentration or displacement of population? **NO**
- s. Result in an alteration or conflict with existing or planned land uses? **NO**
- t. Conflict with adopted plans, goals or policies of the City of Lodi? **NO**

Adverse impacts of the project and their magnitude:

7g. Violate ambient air quality standards or create substantial air emissions or objectionable odors?

During construction and installation of the improvements for both Downtown and Cherokee Lane there may be substantial air emissions in the form of dust and diesel

exhaust due to the use of earth moving and other construction activities. Vehicle emissions will not increase as a result of the installation of these improvements, because the improvements in the Downtown and Cherokee Lane project areas take place in existing right-of-ways. Any adverse impact on ambient air quality standards will be limited to the construction period of the project.

7h. Substantially increase ambient noise or glare level for adjoining areas?
During construction and installation of the improvements for both Downtown and Cherokee Lane there will be a substantial amount of noise produced by construction vehicles and equipment. Any adverse impact on the ambient noise levels will be limited to the construction period of the project.

7q. Substantially change transportation patterns related to existing traffic load, street capacity, parking availability or traffic safety?

The diversion of traffic will be necessary during construction and installation of the improvements for both Downtown and Cherokee Lane. Traffic and on-street parking will be disrupted in the project areas due to these diversions. Any adverse impact on the ambient noise levels will be limited to the construction period of the project.

Mitigation Measures to Reduce Adverse Impacts Identified by Initial Study:

AIR QUALITY: During construction and installation of the improvements for both Downtown and Cherokee Lane there may be substantial air emissions in the form of dust and diesel exhaust due to the use of earth moving and other construction equipment. Chapter 15, Air Quality, of the City of Lodi General Plan Environmental Impact Report states that "the City of Lodi will coordinate development project review with the San Joaquin County APCD in order to minimize future increases in vehicle travel and to assist in implementing any indirect source regulations adopted by the APCD."

The City of Lodi shall implement a number of mitigation measures prescribed by the San Joaquin Valley Unified Air Pollution Control District in order to reduce the potential impact from fugitive dust due to earth moving and other construction activities. The mitigations will be listed as follows:

- All material excavated or graded should be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day.
- All clearing, grading earth moving or excavation activities shall cease during periods of high winds greater than 20 mph average over one hour.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- The area disturbed by clearing, earth moving or excavation activities should be minimized at all times.

- On-site vehicle speed shall be limited to 15 mph.

No new right-of-way will be added to the City's street system. All improvements will be taking place on existing public property. Vehicle exhaust may be reduced in the Downtown project area after the improvements have been completed, because the street has been designed to be more pedestrian oriented to encourage foot traffic and to be more of a parking area than a standard thoroughfare.

By implementing the mitigation measures listed above, the temporary impacts from construction on air quality will be reduced to less than significant levels.

The City is working towards reducing the impact from vehicle emissions by establishing programs for alternate transportation. Programs such as the City's existing Dial-A-Ride system, which is a door to door service; or the recently established Grape Line, which is a fixed route transit system; or even the City's recently adopted Bicycle Transportation Master Plan; will all help to reduce City wide vehicle emissions. The City's programs along with the programs from the Federal, State, and County levels will help to reduce vehicle emissions to less than significant levels.

NOISE: During construction and installation of the improvements for both Downtown and Cherokee Lane there will be a substantial amount of noise produced by construction vehicles and equipment. Street construction equipment is inherently noisy, for example, jack-hammers to remove existing sidewalks. Stopping construction activities is the only way to mitigate the sound levels of the construction necessary to complete these projects. In order to mitigate noise impacts for the project and surrounding areas, the City's existing Noise Ordinance will be applied. The City's noise ordinance limits construction activities that produce excessive noise to the hours between 7 in the morning and 10 at night.

By encouraging construction methods that create less noise (e.g., using a back-hoe and concrete saw to remove pavement instead of using a jack-hammer), and by applying the City's existing noise ordinance, the temporary adverse impacts to the ambient noise levels in and around the project site will be reduced to a less than significant level.

CIRCULATION AND PARKING: Street capacity and parking availability in and around the project areas will be impacted during the construction periods. The Downtown project area will be impacted more so than the Cherokee Lane project area given the closer proximity of businesses on School Street to the improvements.

Businesses in the School Street project area are in most cases located directly at the back of the sidewalk and rely primarily on parking on the street in front of their businesses. With street, sidewalk, curb, and gutter replacement/improvements taking place directly in front of the businesses, disruption of business access will be great. In order to limit the impacts on businesses from parking, traffic and pedestrian access problems, the City will be establishing a construction phasing program. The construction phasing program will be created with the participation of the affected business owners. A detailed construction phasing program could allow businesses to continue to operate during most and possible


all stages of construction. Implementation of this program will help to reduce the temporary parking and access problems to less than significant levels.

The majority of the Cherokee Lane improvements will be taking place in the center of the right-of-way (median) and will not require traffic detours onto parallel streets. All traffic detours will remain on Cherokee Lane. Temporarily shifting two-way traffic to the east two lanes or the west two lanes will be necessary to accommodate traffic flow. Parking in the Cherokee Lane project area will not be effected to the same degree as the Downtown because off-street parking (parking-lots) are provided at most businesses. Businesses that do not have this luxury, may take part in the construction phasing programs mentioned above.

The installation of the project area improvements will not create a permanent substantial impact on the circulation of the City. In order to mitigate the temporary impacts on parking and traffic to less than significant levels, the City shall finalize the construction phasing program with the Downtown and Cherokee Lane property owners.

RECOMMENDATION: MITIGATED NEGATIVE DECLARATION

JAMES B. SCHROEDER
Environmental Review Officer

By  For: _____ Date 03/22/95

RESOLUTION NO. 96-35

A RESOLUTION OF THE LODI CITY COUNCIL
CERTIFYING THE NEGATIVE DECLARATION AS ADEQUATE ENVIRONMENTAL
DOCUMENTATION FOR THE LODI CENTRAL CITY REVITALIZATION PROGRAM

WHEREAS, the City of Lodi, in an effort to improve the economic vitality of the historic Central Business District and the Cherokee Lane commercial corridor has created a revitalization plan;

WHEREAS, it is the recommendation of the Community Development Director that the City Council certify the filing of a Negative Declaration as adequate environmental documentation for the Lodi Central Revitalization Project; and

WHEREAS, the City Council has reviewed all documentation and hereby certifies the Negative Declaration as adequate environmental documentation for the Lodi Central City Revitalization Project.

Dated: April 17, 1996

I hereby certify that Resolution No. 96-35 was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 17, 1996, by the following vote:

AYES: COUNCIL MEMBERS - Mann, Pennino, Sieglock and Warner (Mayor)
NOES: COUNCIL MEMBERS - Davenport
ABSENT: COUNCIL MEMBERS - None
ABSTAIN: COUNCIL MEMBERS - None


JENNIFER M. PERRIN
City Clerk